posed to be included in the Seventh Five-Year Plan, details of which are being worked out.

Fire in Ships Belonging to Shipping Corporation of India

1694. SHRI L. GANESAN :
SHRI V. GOPALSAMY :

Will the Minister of TRANSPORT be pleased to state :

(a) the number *of* times fire broke out in the ships belonging to the Shipping Corporation of India during die last three years ;

(b) the detalis of each such incident and *the* reasons threefor ;

(c) whether any inquiry has been ordered into these incidents; and

(d) if so, what are the findings of each enquiry and the action taken in the matter ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) 17 cases of fire have been reported during the last diree years .

(b) to (d) Details are indicated in the attached statement.

Statement

Sl.No.	Details of incident	Findings of enquiry conducted and action taken
1	2	3
1	M. V. Chidambaram - A fire occurred in the crews accommodation on 30-6-1983 while on voyage from Nagapattanam to Madras. Cause of fire could not be established with certiainty but was probably due to electrical short circuiting. There was no loss of life or injury.	The preliminary inquiry was conducted by the Principal Officer, Mercantile Marine Department, Madras. No. further action considered necessary by DG (S).
2	M. V. Ramdas - Engine room fire reported while 50 nautical miles off Colombo. Fire due to bursting of auxiliary engine No. 3 in board fuel oil cartridge filter cover rubber ring resulting in impingement of fuel oil over turgocharger gas outlet manifold. There was no casuality.	Investigated by the attending Superintendent of SCI at Colombo. A covr plate has been installed between the filter housing the Turbocharger gas outlet manifold. Chief Engineer officer of other sister vessels were also informed to carry out the modification. No further action recommended.
3	M. V. Vishva Mohini-Fire broke out in the reefer cargo chamber. At the time of fire the hold was free of cargo. There was no causuality. The insulation of the refrigereated chamber was damaged.	An inquiry was conducted by the SCI's Calcutta office. However, the exact cause of the fire could not be ascertained. To prevent such fires, following measures were adopted : (a) Hatches to be kept closed when there was no cargo work or other necessary work inside the hatches. (b) Head Office permission to be taken before loading any chemical cargo in the refrigerated compartment.

1	2	3
		(c) Agents to obtain full details of chemical cargo from the shippers before loading the same. No further action recommended.
4	M. V. Shompen-Fire in No. 4 held on 24-9-83 due to spill-age of acid. There was no loss of life or injury. Some cargo was damaged.	Enquiry was conducted by MMD Calcutta. It was found that cargo was wrongly declared for loading. Chief officer signed Mates Receipt but overlooked that acid was correctly declared. Chief officer was demoted to rank of second Officer Instructions issued that prior to loading details of all cargo should be obtained. No further action recommended.
5	M. V. Chidambaram - Fire in Cabin C-78 due to electrical fault on 12-12-83. No loss of life or injury.	Enquiry conducted by SCI. It was found that no fire fighting list was available with Chief Officer and fire fighting routine not organietd Instructions were given to Chief officer to prepare a contingency plan containing a separate fire fighting muster detailing therein duties and instructions to persons constituting the various fire fighting parties. No further action recommended.
6	M. V. Harsha Vardhana-Fire occurred in engine room on 8-3-84 during passage from Madras to Port Blair. The cause or the fire was cracking of Lube oil discharge of the auxiliary engine no. 2 and the spraying of lubricating oil on exhavust manifold cover There was no loss of life or injury	The fire was due to accidental cuase and on action was recommended by the DG(S).
7	M. V. Addamans (SCI managed ship) - Fire occurred in passengers space while the vessel was berthed at Calcutta on 23-4-84 There was no loss of life or injury. Fire due to welding sparks falling on stores kept in the locker.	Enquiry conducted by MMD Calcutta. Vessel undergoing repairs were required to take strict fire precautions, maintain fire patrol and demarcate hot work areas daily. No further action recommended.
8	M. T. Bhagat Singh-Minor fire was reported on 12-7-84 in the Chief officers Cabin when the vessel was at Butcher Island, Bombay. Fire occurred when the cargo surveyor was trying to seal some samples with hot seal. There was no casuality.	Fire was considered as a minor incident and no action was recommended by the DG (S).
9.	M. T. Lajpatrai - Suffered serious fire on board when berthed at Butcher Island, Bombay on 23-10-84. During its discharge operations, the vessel experienced an explosion in the pump room and the fire spread to the accommodation. 8 crew Members of Lajpatrai and one person of ONGC who was on board died. Two crew members and one watchman suffered minor injuries.	After preliminary inquiry it was decided to hold a formal investigation under Section 361 of Merchant Shipping Act in the case which is now with the Chief Metropolitan Magistrate, Bombay.
10	M. T. Kanchanjunga - The vessel was exposed to a locket fire on 25-12-84 on its way from Rastanura to West Coast of India One of the 3 rockets which hit the ships forepeak store caused a fire. There was no damage to the cargo or loss of life. One person was injured.	Preliminary inquiry was conducted by DG (S) and considering that the fire had occurred due to war action, ho further action was recommended.

1	2	3
11	S. S. Cholunga (SCI managed ship) Fire broke out on 14-1-85 on deck whils: under going repairs as welding sparks fell on partially filled paint drum which was accidentally left on the deck. There was no loss of life or injury.	Enquriy conducted by SCI's Calcutta office. Instructions have been issued that hot work areas on vessels under going repairs should be clearly defined and inspected by duty officer prior to commencement of work and thereafter the areas should be inspected frequently. No further action recommended.
12	M. V. Vishva Aditya-Fire broke out in the forepeak paint store on 2-2-85 when it was in dry dock at Bombay. Cause of fire was reported to be due to short circuiting of an electrical cable of a portable lamp used by shore labourer's. There was no injury to any crew or any workshop person. There was no major damage.	Preliminary Inquiry was conducted by DG(S) and no further action was recommended.
13	M. V. Vishva Bandhan-Small fire broke out on 23-11-85 in engine room on no 2 auxiliary engine due to leakage from a flexible oil hose on to the exhaust manifold, when the vessel was at sea off Madras. There was no casuality.	An inquiry was conducted by the SCI'S calcutta office. Chief Engineer officers and other Engineers have been asked to keep the engine room very clean and keep proper vigilant watch keeping. No further action recommended.
14	M.V. Chidambaram-The veessel caught fire on 12-2-85 when it was on its voyage from Ponang to Madras. Over 33 persons died. The vessel also suffered heavy damages.	The formal investigation was conducted by the Chief Metropolitan Magistrate, Madras under Section 361 of Merchant Shipping Act. The court attributed the cause of fire to some vegetable oil dropping on to a hot plate and the same spreading to the ventilator trunking which were unfortunately used for unauthorised storage of synthetic material presumably by passengers. The court has concluded that the fire cannot be attributed to any wrongfu l act or the fault of any porson or persons in the ships crew and staff. Certain improvements to the safety of passenger ships have been recommended by the court and these have been accepted.
15	O.S.V. Aneshak (SCI managed vessel)-Fire broken out on 22-12-85 in engine room bilges while repairs were being carried out. Fire was due to welding sparks falling in Engine room bilges while repair work was going on. There was no loss of life or injury.	Enquiry was conducted by SCI officers. Workshop people were instructed to be careful and keep additional fire fighting equipment as standby. No further action recommended.
16	T.S.S. Nancowry-Fire was reported on 26-12-85 when the ship was on its voyage from Madras to Port Blair. The fire was reported in the boiler. There was no loss of life or injury.	Preliminary inquiry has been completed by SCI.
17	M.T. "Major Dansing Thapa PVC"-A minor fire broke out in the exhaust gas economiser of the vessel on 22-2-86 after the vessel had anchered at Fatch Terminal. There was no casuality or injury to any person.	This was a minor fire accident. SCI has given instructions to all vessels which have similar exhaust gas economiser about regular washing to avoid collection of soot.